

CERTT Round 2 – Swyft Cities

Pre-Submittal Meeting Questions and Answers

What are the minimum or maximum lengths that Swyft Cities would prefer to see?

Swyft Cities is not requesting a specific minimum or maximum lengths, but does note that a half-mile segment would be great for a first phase, and that three miles total would work well for a larger implementation. Alignments crossing fewer private property owners or jurisdictions are simpler to implement, but Swyft Cities notes that this would not preclude a more complicated alignment if it makes sense. Swyft Cities would prefer alignments with more than two stations.

What are the considerations for weather, particularly severe weather?

Swyft Cities plans to account for local and regional weather considerations. High winds will likely result in a service pause or slowdown, more so due to passenger comfort. Geostabilizers (such as ones used on sea vessels) could be implemented at some cost for high-availability networks to ensure comfortable, safe service during high winds. Icing is another concern that Swyft Cities is developing contingency plans for. The guideway cables should be able to handle the heat/cool cycle of North Central Texas, though they may require re-tensioning which would be determined through regular inspections. The pods themselves will be heated and cooled.

Is Swyft Cities open to connecting to DART or other regional transportation nodes?

Yes. Swyft Cities believes their system would be a great connector to existing or planned transit, especially when a station is a couple miles away from population or employment centers.

How does a network deal with congestion?

A network at a high-traffic area such as an airport might be built to have multiple concurrent guideway lines, and shift from individualized travel (e.g. one pod per person or group) to group travel.

Can private entities reach out to Swyft Cities?

Private entities may connect with Swyft Cities to discuss deployments of networks. NCTCOG asks private entities to keep in mind that networks will likely need to connect to a public area at some point, and to involve potential public partners early in the discussion.

Are municipalities expected to handle the certification process?

No. Swyft Cities is following the ASCE (American Society of Civil Engineers) APM 21-21 standard for its public deployments. The federal government largely delegates the regulation and certification of such systems to the states; Swyft Cities will work with the appropriate authority in the State of Texas to certify their technology for public use. Swyft Cities expects local governments to mainly be involved in permitting for use of rights-of-way, construction, etc.

Is Swyft Cities interested in deploying to just one city?

No. Swyft Cities will review submittals from multiple jurisdictions, as well as multiple submittals within one jurisdiction. Plenary, Swyft's financing partner, is open to supporting any viable projects that result from this process.

Does the submittal need detailed right-of-way requirements and clearances in the proposed alignment?

No, but the submittal should call out where the alignment traverses public versus private rights-of-way and other such considerations.

What is the anticipated timeline for completing these projects?

Once the initial approvals and permits are secured, Swyft Cities estimates the engineering, design, financing and build phase to take two to three years.

Is the system fully electric?

Yes. The vehicles have batteries on-board, eliminating the need for power transmission across the guideway cables.

What are the power demands for charging vehicles? Do they require special utility or grid connections?

Currently, the vehicles can operate for about three hours at a maximum load of six passengers in ideal weather conditions. During especially hot or cold conditions, run time may be reduced to around two hours. Swyft Cities is working with suppliers to develop longer-lasting batteries. Pods that are not in use will typically wait at stations and fast charge via wireless induction plates which connect via 240V power. Batteries may also be hot-swapped at a maintenance facility during times of exceptionally high demand.

Is there a preferred operating height on flat ground? Is there a cost-prohibitive height for crossing over other rights-of-way?

Generally, Swyft Cities aims for the bottom of a pod to be about 16 to 18 feet above roadways. The exact operating height varies based on the distance between support poles and the height of the poles. The guideway can go higher if needed for clearance.

What is the distance between support poles?

Typically 300 feet, but they may be placed closer or further apart as needed, depending on clearance requirements.